

Today's
Advertisements.

NOTICE.

NOTICE is hereby given that from this date Mr. TSE YAT, otherwise FRANCISCO TSE YAT, has been appointed CHIEF MANAGER of our Firm in HONGKONG and is Authorized to use the CHOP of, and to SIGN our FIRM.

WING KEE & Co.,
Coal Merchants.
Hongkong, 15th July, 1895. [931]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLERSBOROUGH, LONDON
AND STRAITS.

THE Steamship
"GLENAVON"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Cargo remaining undelivered after the 22nd instant, will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 20th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 15th July, 1895. [932]

FOR SHANGHAI.

THE Steamship
"NANYANG,"
Capt. F. Schultz, will be despatched for the above Port TO-MORROW, the 16th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 15th July, 1895. [933]

FOR SHANGHAI (DIRECT).

THE Steamship
"LIFOO,"
Capt. Kioffer, will be despatched for the above Port TO-MORROW, the 16th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 15th July, 1895. [934]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship
"THALES,"
Capt. H. Bathurst, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAIRDALE & Co.,
General Managers.
Hongkong, 15th July, 1895. [935]

FOR HOIHOW AND SINGAPORE.

THE Steamship
"PROSPERITY,"
Capt. Warrack, will be despatched on WEDNESDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
HOPKINS, CUMMING & Co.,
Agents.
Hongkong, 15th July, 1895. [936]

CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship
"TAIYUAN,"
Capt. Nelson, R.N.R., will be despatched on THURSDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1895. [941]

FOR SWATOW AND BANGKOK.

THE Steamship
"NANCHANG,"
Capt. Finlayson, will be despatched on THURSDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1895. [940]

FOR CHEFOO AND TIENSIN.

THE Steamship
"TEJEN,"
Capt. Lehmann, will be despatched for the above Ports on MONDAY, the 22nd instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 15th July, 1895. [937]

"MOGUL" LINE OF STEAMERS.

THE Steamship
"MOGUL,"
Capt. Scotland, will be despatched as above on or about MONDAY, the 22nd instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th July, 1895. [938]

OCEAN STEAMSHIP COMPANY.

THE Company's Steamship
"TELMON,"
Capt. Purdy, will be despatched as above on TUESDAY, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1895. [942]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship
"NINGCHOW,"
E. Warral, Commander, will be despatched as above on or about the 31st August.
For Freight apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 15th July, 1895. [943]

Today's
Advertisements.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, Bank Building, Queen's Road Central, on SATURDAY, the 3rd August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Account, declaring a Dividend, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 3rd August inclusive.

By Order of the Board of Directors,
C. TOMLIN,
Acting Secretary.
Hongkong, 15th July, 1895. [929]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 54.

NAVIGATION OF THE CANTON RIVER.

THE LOCAL AUTHORITIES having effected the REMOVAL of the TORPEDOES laid down in the Channel off CHUEN-PAI last year, it is hereby notified that the TORPEDO PILOTS are WITHDRAWN from this Date, and that Masters of Vessels passing that place need not any longer wait for inspection. Vessels coming from the South are, however, cautioned against using the Bremer Channel until due notice is issued that it is free from obstructions.

J. H. MAY,
Harbour Master.

Approved:
E. FARAGO,
Commissioner of Customs.

Custom House,
Canton, 13th July, 1895. [930]

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARAFANIL.

ROSEBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1895. [927]

A. S. WATSON & CO.,

LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZET WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles, that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 1st June, 1895. [95]

DEATH.

On Sunday evening, the 10th June, at No. 67 Concession, Kobe, HANS KOCH (a native of Forststadt, near Magdeburg, Germany), aged 28 years.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 15, 1895.

NOTES AND COMMENTS.

The Directors of the Hongkong Hotel Company are taking a leaf from "Modern Business Methods" (if there is a book of that name) and are desirous of adding to the legitimate and direct attractions of their property as a Hotel the equally legitimate but indirect attraction of a Billiard Handicap, in order to draw within their sphere people who, perchance, otherwise would not cross their threshold. The fever of competition is now a-days so great that in almost every business people are depending less upon the substantial merits of what they have to offer to the public as upon the style in which they present their wares, and the incidental advantages they hold out to purchasers. Discounts on taking a quantity; a bonus for bringing customers; a cheap but desirable present thrown in; a chance in a lottery or a raffle; an opportunity of winning a prize in some competition; an Insurance Policy against death by accident; scholarships; such and many other are among the inducements held out to customers. We referred a few days ago to a new publication, *The Hour*, the proprietors of which return to each subscriber his subscription for the year in the shape of an interest-bearing debenture and present him in addition with an Accident Assurance Policy good for the sum of \$2,000. We are ourselves about to make a similar experiment. We have secured for all our European subscribers, who take the *Telegraph* by the quarter, an Assurance in the sum of \$1,000 against any fatal accident, and we are about to open for the use of all our Subscribers, either quarterly or monthly, a free library and reading-room well provided with books, papers, and writing materials, where we hope to welcome also all lovers of the game of chess. In a few days we hope to publish full particulars and a little later on we trust to have largely increased our Subscription List by the addition of many, who, seeing the paper at their Hong, Reading-rooms and Clubs, have hitherto had no inducement held out to them to take in this paper on their own account.

We learn from the *Japan Mail* of the 13th July, just received, that the judgment of the Privy Council in the Chishima-Ravenna case, in favour of the Japanese Government and against the P. & O. Company, is based entirely on the ground that under the Treaty Her Majesty the Queen could not confer on her Courts and Judges in Japan any power or authority to entertain and adjudicate on any claim by a British subject against a Japanese, whether the claim was made in a suit direct, of which there was no doubt, or by way of counter-claim in proceedings commenced in the British Court by a Japanese. Mr. Kirkwood, the Legal Adviser of the Japanese Government has had, it is stated, a telegram to this effect. If this is so, and we have no reason to doubt it, the P. & O. Company are entitled to our sympathy. They have been defeated on a point on which they had no reason to anticipate defeat. The jurisdiction exercisable by Her Majesty's Courts in Japan is conferred on them by Her Majesty's Orders-in-Council. The Orders-in-Council, especially that conferring Vice Admiralty Jurisdiction, are clear beyond possibility of doubt and empower the Courts in Japan to entertain and decide on counter-claims by British subjects against Japanese sailors in our Courts. Counter-claims have always been admitted and there is a formal decision of the Supreme Court at Shanghai, after argument in a collision case, affirming the jurisdiction. The Supreme Courts in Japan as well as the Supreme Court in Shanghai decided this point. In favour of the P. & O. Company. In fact they could not have decided it otherwise. It was not for them to question the orders in Council, under which they sat and to decide that Her Majesty, the Queen had not in herself the power and authority she professed to confer upon them. They could not sit in judgment on Her Majesty. Mr. Lowry, who so ably conducted the case for the P. & O. Company in Yokohama and on the appeal in Shanghai, is to be congratulated on this, that there is no decision against him or on any of the points on which he advised an appeal and which were really in discussion before the Supreme Court at Shanghai—the liability of the Mikado to be counter-claimed against, assuming that counter-claims against Japanese were receivable at all, and the character of the Inland Sea of Japan as public waters, subject to the general maritime law, and not Japanese internal waters subject exclusively to Japanese law. The conclusion of the recent Treaty between Japan and Great Britain has deprived the Chishima-Ravenna case of the great degree of importance that was at first attached to it. Five years or less will see the removal of every port in Japan of the last traces of British jurisdiction. The case is now of importance only to the litigants—the Japanese Government and the P. & O. Company. It would be a graceful act on the part of the Japanese Government to abandon its claim since it is clear that the same tribunal cannot adjudicate on both sides of the questions in dispute.

From the same paper we note that, so far as the public eye is aware, so time has yet been fixed for opening negotiations with China as to the acquisition of the Liaotung Peninsula, and the Japanese Government have as yet given no expression to their views as to the time when and the conditions upon which that evacuation is to take place. Japanese public opinion seems to be in favour of as prolonged an occupation as possible and of a largely increased indemnity if it is returned. The value of the district and of its possession, permanent or temporary, as a safeguard against Chinese aspirations Korea-ward and with a view to certain other possibilities only vaguely hinted at, are thoroughly understood by the Japanese people and press, and there seems to be a very prevalent impression that a delay in the retrocession, a little prolongation of the negotiations, might leave room for the dissolution of the very slender tie of self-interest that for the moment bound together Russia, France and Germany when their combined protest to the modification of the Treaty of Shimonoseki, Japan felt then, and feels now, that against the three Powers united there was but one course open to her. She does not feel quite the same with regard to Russian opposition alone.

According to the *Japan Mail* the steps taken to open cotton factories in Shanghai, promoted by Europeans, is viewed with much anxiety and alarm by the Japanese, and not unnaturally. If the Chinese must permit the introduction of foreign machinery and the opening of factories of all kinds in their country, they will certainly prefer that it should be done by Europeans and Americans rather than by Japanese, and the latter may be assured that, strictly within the provisions of Treaties and of the law, far greater facilities will be given others in the opening of new branches of industry than will be given them. They will not reap all the benefit from their Treaty that they anticipate. However, they must not complain if it should be so or waste their time in useless lamentations. They must devote their time and energy to the improvement of their own industries and to a friendly rivalry with Chinese and Europeans alike.

England or, rather India is threatened with serious opposition from another quarter. Calcutta has long been the centre of the jute trade. The production of that commodity in India last year exceeded five millions of bales of which about three millions were exported, and the balance was used up locally in the manufacture of gunnies, etc. Tonguin has commenced the cultivation of jute, with every promise of success, according to the *L'Annuaire du Tonkin*. That paper, under date the 6th July, informs us that Monsieur Simonet, of the firm "Saint Brothers" has arrived in Tonguin and has started, experimentally, the cultivation of this fibre, and distributed over 4,000 pounds of seed among the villagers and chiefs. Trials have been made in over thirty different soils and all are progressing very favourably; the young plants springing up thickly and luxuriantly, even in the dry rice fields. We congratulate our neighbours on the new venture and wish them every success. As *L'Annuaire* points out, the development of a trade in jute will give our shipping an additional reason for calling at ports in Annam and Tonguin and profitable cargoes outwards when they do so.

(Special to Hongkong Telegraph.)
TELEGRAM.
THE CRISIS IN FORMOSA.
THE JAPANESE ADVANCING ON TAIWANFOO.
ALL QUIET AT TAKAO.
Amoy, 15th noon.
A Japanese Army Corps, 7,000 strong, left Tuatula (the capital of Formosa) on the 10th instant with orders to drive the "Black Flags" out of Taiwanfoo, capture their Chief (Liu Yung-fuh) if possible, and give battle to a division of the insurgents then reported to be advancing on Tamsui. Up to the present moment no news of an engagement has been received here and it is therefore assumed that the enemy have retreated towards their base (Taiwanfoo) where a desperate engagement will take place on or about the 20th instant.

It is reported here that the whole of the members of the Japanese Customs Outdoor Staff at Tamsui are down with fever and that therefore their numbers will shortly be increased by a fresh draft of officers from Nagasaki.

Latest news from Takao states that all is quiet at that port.

It is reported here that a powerful Japanese Squadron will shell the "Black Flags" out of Taiwanfoo as soon as the land forces have had time to get within a day's march of Liu's entrenchments at Anping.

LOCAL AND GENERAL.

A RACQUET Tournament will be commenced here in the course of the next six weeks.

The latest return shows that there are now 144 daily newspapers in Japan, of which as many as twenty are published in Tokyo.

Dr. J. A. HAKMAN, advocate and solicitor, and Editor-in-Chief of *Batavia's Handelsblad*, died at Batavia on the 30th ultimo.

We regret to hear that Mr. King of the British Consular Service, was suffering severely from sunstroke at Amoy on the 10th instant.

An American Missionary named Mackenzie, stationed in Korea, who had been suffering from fever and sun-stroke, blew his brains out on the 2nd instant.

The death of Dr. Cheek, one of the leading foreign residents of Siam and an American citizen, is reported to have occurred at Bangkok on the 4th instant.

Our Amoy correspondent reports that bubo-plague, intermittent fever and small-pox are carrying off scores of the native population of that famous seaport.

The Shanghai Cricket and Recreation Clubs have started lists for subscriptions to the *Daily Telegraph's* Grace Testimonial Fund. The "sub" is limited to 5 cents.

Mr. T. COWEN, Times war correspondent, will deliver a lecture on the China-Japan war at a meeting of the "Odd Volumes" at the "Mount Austin Hotel," next Friday evening, the 19th instant.

The Prince of Wales is reported by an American paper to have accepted an invitation to visit Newport, R. I., at the end of August as the guest of the Ogdon Goetts, a very high-toned social club. He stipulates that he shall travel strictly incognito. It is thirty-five years since his Royal Highness visited America.

At a special meeting, held at Hankow, of representatives of all the Missionary Societies affected by the recent anti-foreign riots and outrages in Szechuen, it was resolved "to ask for a joint commission of the Powers whose interests are involved to sit at Chéngtu and take into consideration the whole question of the riots, and determine the degree of blame attaching to the guilty parties."

According to a writer on the Staff of the *Elrico Chronicle*, Free-trade England furnishes the world an excellent commentary on the fallacy of the argument that it is idle to artificially stimulate trade. Manchester has just been to enormous expense to create a harbour in order to divert the shipping trade from a rival city, and now Southampton and Liverpool are offering bounties to steamship companies in the shape of free lunches in order to keep their favour.

Natural advantages may be depended upon when there is enough trade to keep all the world busy, but in these piping times when two or three rivals are struggling over each job the one that uses the most art generally comes out ahead.

At an extraordinary general meeting of shareholders of the Green Island Cement Company today Mr. R. Shewan, (Chairman) presided, and there were present Messrs. J. Orange, George Fenwick Lee, and Poon Pong (Consulting Committee) Messrs. Geo. H. Potts, A. S. Stokes, R. Wilcox and A. G. Morris, and the following resolution, approved at a meeting held a fortnight ago, was moved for adoption and confirmation by the Chairman, Mr. Wilcox seconded, and it was carried unanimously:—"That the words 'and the Company may at any time by Special Resolution reduce its Capital in any manner permitted by law' be added at the end of Article No. 10 of the Articles of Association of this Company."

THE GYMNASIA:—"The greater the haste the less the speed" with reporting, apparently, as we read other callings. On Saturday we made up our minds to procure and publish the first and only reliable report of the second Gymkhana of the season, but being short handed could not despatch an old hand to the Course, so let loose a recently captured and almost entirely untrained griffin, who, to judge by his appearance and his "gift of the gab" ought to have been sent in a clinking report of the races and thereby given us a "scoop" the like of which it would be hard to equal in these realms of the bleat, let alone bawl. Alas! alas! man proposes and the—disposes, and the result is that we find to our everlasting regret that our "griffin" reporter turns out to be about as blind as a common or garden bat, hardly knows the head of horse from his tail, and is absolutely and irretrievably colour-blind, hence the half-true errors in our report of the Gymkhana published in Saturday's issue. Our man did his best, and as he says, he doesn't drink and can produce at least a dozen witnesses to prove that he arrived back at the office about 6.45 p.m. as sober as 60-year-old Judge, why it's impossible to attribute his misdeeds to anything except the sad infirmities to which we have referred, and under the circumstances all we can do is to promise that if he shall ever occur again, with out further ado, palaver or shuffling apologies for sins of commission and omission and make the following corrections:—

HALF-MILE RACE.—Captain Radcliffe's rider of second pony (Glenite), not Mr. Radcliffe.

HURDLE RACE.—Mr. Hart (Jack's) Voltigeur came in first, ridden by Mr. Hart Buck, while Captain Loveband's The Friar was second (not first), ridden by Mr. Taylor. Mr. Gedge should have been entered as the rider of Major Moore's Sweetbrier, the winner of the Three-quarter Mile Handicap, instead of Captain Radcliffe, thus securing to less than two wins out of five events.

THE GENERAL ELECTION.
LONDON, July 15th.
One hundred and thirty-eight seats will not be contested.

During the elections candidates will be divided into simply Unionists and Liberals, a more precise sub-division of parties being reserved until the completion of the elections.

A Unionist candidate will oppose Mr. Gully (the Speaker) at Carlisle.

Twenty-nine Unionists, four Liberals and three Pariahs have already been elected.

(From *La Progre de Saigon*.)
THE RUSSO-CHINESE LOAN.

The documents connected with the Chinese loan of 400,000,000 francs have been signed at St. Petersburg.

(From *Japanese Papers*.)
THE NAGASAKI MANSLAUGHTER CASE.

NAGASAKI, July 2nd.
The American mariner who killed a Japanese a few days ago, has been sentenced to imprisonment for six years.

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(From *La Progre de Saigon*.)
THE RUSSO-CHINESE LOAN.

The Share Market.

LATEST QUOTATIONS.
BANKS.
 Hongkong and Shanghai Bank.—182 per cent. premium, sellers.
 The National Bank of China, Ltd.—on 28.00, holders, 127, sellers.
 The National Bank of China, Ltd.—Founders' shares, nominal.
 The Bank of China and Japan, Ltd.—(Preference) nominal.
 The Bank of China and Japan, Ltd.—(Ordinary) nominal.
 The Bank of China and Japan, Ltd.—(Deferred)—nominal.

CHINESE LOANS.
 Chinese Imperial Loan of 1886 E.—11 per cent. premium.
MARINE INSURANCES.
 Union Insurance Society of Canton—\$164 per share, buyers.
 China Trade Insurance Company—\$70 per share, sellers.
 North China Insurance Co.—\$162 per share, buyers.
 Yangtze Insurance Association—\$93 buyers.
 Yangtze Insurance Company, Limited—\$15 per share, sellers.
 The Straits Insurance Co., Ltd.—\$19 per share, sellers.

FIRE INSURANCES.
 Hongkong Fire Insurance Company—\$215 per share, buyers.
 China Fire Insurance Company—\$84 per share, sellers.
SHIPPING.
 Hongkong, Canton, and Macao Steamboat Co.—\$18 per share, buyers.
 China and Manila Steam Ship Company—\$55, buyers.
 Indo-China Steam Navigation Company, Limited—\$54, buyers.
 Douglas Steamship Company—\$49, sales.
 China Mutual S. N. Co., Ltd.—(Preference)—\$8.
 China Mutual S. N. Co., Ltd.—(Ordinary)—\$7.
 China Mutual S. N. Co., Ltd.—(Ordinary)—\$7.10.

REVENUES.
 China Sugar Refining Company, Limited—\$103 per share, buyers.
 Lason Sugar Refining Company, Limited—\$45, sellers.
MINING.
 Panjin Mining Co.—(Ordinary)—\$5 per share, sellers.
 Panjin Mining Co.—(Preference)—\$1.40 per share, buyers.
 The Hong Kong Gold Mining Co., Limited—\$4 per share, buyers.
 The Hong Kong Gold Mining Co., Limited—\$4 per share, buyers.
 The Hong Kong Gold Mining Co., Limited—\$4 per share, buyers.

DOCK, WHARVES AND GODOWNS.
 Hongkong and Wharves Dock Company—105 per cent. premium, sellers.
 Geo. Francis & Co., Limited—\$15 per share, buyers.
 Hongkong and Wharves Dock Company—\$24 per share, sellers.
 Wanchai Wharves and Storage Co., Ltd.—\$24 per share, buyers.

HOUSING AND BUILDING.
 The Hongkong Land and Building Co., Limited—102 per cent. premium, sellers.
 The Hongkong Land and Building Co., Limited—102 per cent. premium, sellers.
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SHIPPING IN HONGKONG

STEAMERS.
 ACTIV, Danish steamer, 350, Jansen, 10th July, Pakhoi 7th July, and Hallow 9th, General—A. R. Marty.
 ATRIE, British steamer, 2,400, W. Ellis, 10th July, Sydney 10th July, Brisbane 21st, Townsville 24th, Cooktown 25th, Thursday Island 27th, and Port Darwin 1st July, General—Gibb, Livingston & Co.
 ADELANT, Spanish steamer, 90, Arizaga, 20th June, Dapagan 16th June, Sugar, Master.

STEAMERS.
 BELGIC, British steamer, 4,212, Wm. H. Walker, 10th July, San Francisco 15th June, Yokohama 4th July, and Nagasaki 7th, Mails and General—O. & S. S. Co.
 BENTALL, British steamer, 1,707, W. E. Filmer, 8th July, Saigon 3rd July, Rice and Paddy—Doddwell, Carill & Co.
 BRADSHAW, British steamer, 2,317, E. Porter, 10th July, Moul 4th July, Coal—Doddwell, Carill & Co.

STEAMERS.
 CHELYDRA, British steamer, 1,574, R. Cass, 12th July, Calcutta, and Singapore 6th July, General—Jardine, Matheson & Co.
 DARIUS, British steamer, 2,130, John Curry, 6th July, Java 27th June, Sugar—Butterfield & Swire.
 FIDELIO, German steamer, 750, J. Nielsen, 12th July, Saigon 8th July, Paddy and Fish—Melchers & Co.

STEAMERS.
 GLAMORGANSHIRE, British steamer, 1,842, Vyvyan, 22nd July, Shanghai 20th June, General—Doddwell, Carill & Co.
 HANCOCK, French steamer, 730, T. V. Chodko, 12th July, Haiphong 7th July, and Hallow 12th, General—A. R. Marty.
 HERMAN WEDER, JAKSBERG, Norwegian steamer, 1,940, K. Reimers, 11th July, Kutchinotou 6th July, Coal—Mitsui Bussan Kaisha.

STEAMERS.
 LOO SOK, British steamer, 1,010, J. B. Jackson, 12th July, Bangkok, 14th July, and Saigon 6th July, Rice and Paddy—O. & S. S. Co.
 MASCOITE, British steamer, 2,018, T. Ross, 12th July, Cardiff 24th May, and Singapore 5th July, Coal—Bradley & Co.
 PICCOLA, German steamer, 875, E. Haas, 11th July, Saigon 7th July, Rice—Melchers & Co.

STEAMERS.
 PROSPERITA, British steamer, 1,300, Warwick, 10th July, Saigon 5th July, Rice—Chinese.
 STRATHAVON, British steamer, 1,740, Jas. M. Sim, 5th July, Saigon 30th June, Rice—Doddwell, Carill & Co.
 VICTORIA, British steamer, 1,992, John Pantou, R.N.R., 5th July, Tacoma 6th June, Victoria, B.C., Yokohama 16th, Kobe 28th, and Moul 1st July, General—Doddwell, Carill & Co.

STEAMERS.
 ALCEGO, British 4-masted bark, 2,100, R. Conits, 22nd May, New York 14th Dec, Kerosene Oil—Master.
 CENTRAL, American ship, 1,223, Colcord, 11th May, Singapore 22nd April, Timber—Master.
 FOONHUI, Hawaiian bark, 980, Wilson, 2nd July, Samarang 14th June, Sugar—Order.

STEAMERS.
 FORT STUART, British ship, 2,300, H. J. Fletcher, 6th June, New York 3rd Dec, Kerosene Oil—Standard Oil Co.
 KITTY, British bark, 702, Hart, 29th June, Bangkok 7th June, General—Chinese.
 LINA, German bark, 461, F. Albrecht, 10th July, Bangkok 28th June, General—Siemens & Co.

STEAMERS.
 LORD BRASSIE, British 4-masted ship, 2,610, Gunning, 24th June, New York 18th June, Kerosene Oil—Standard Oil Co.
 SANTA CRUZ, American schooner, 92, D. D. O'Keefe, Yap (Caroline) 20th April, Ballast—Wilder & Co.
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 28th June, Shanghai 5th June, General—Cardwell & Co.

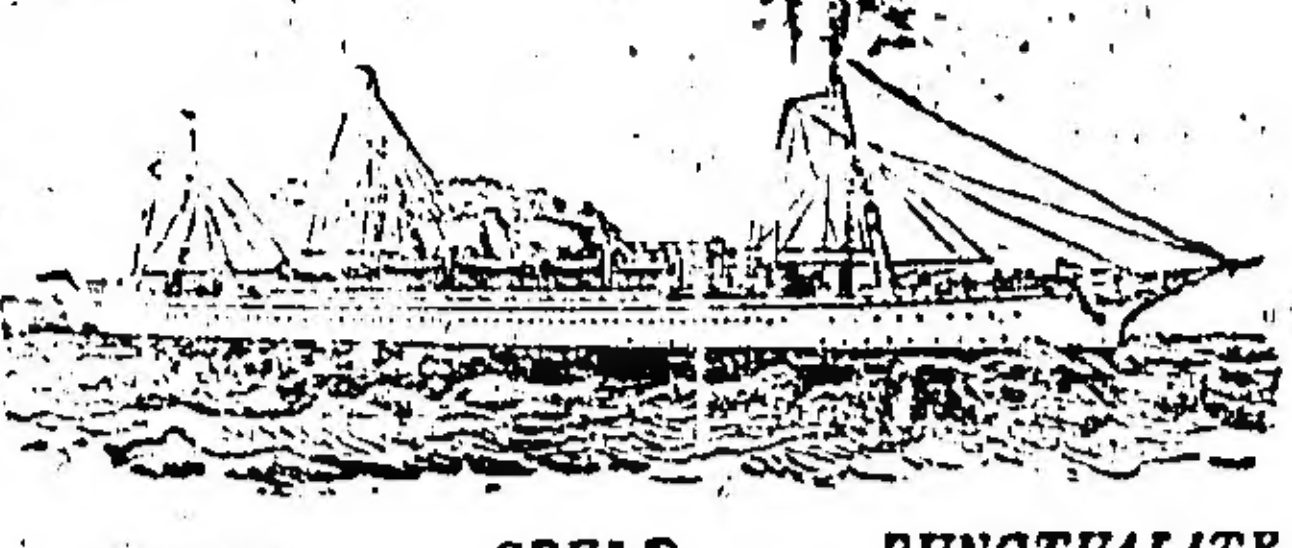
STEAMERS.
 SIAM, German ship, 1,607, A. Garlick, 31st May, New York 24th January, Kerosene Oil—Standard Oil Co.
 TASMANIA, British 4-masted bark, 2,080, H. Grabin, 4th June, New York 22nd Feb, Case Oil—Standard Oil Co.
VISITORS AT THE HONGKONG HOTEL.

VISITORS AT THE WINDSOR HOTEL.
 Mr. W. G. Allen. Mr. W. Kromme.
 Mr. J. Blackhall. Mr. and Mrs. May.
 Mr. W. J. Carter. Mr. E. H. Orchard.
 Mr. W. A. Duff. Captain Palmer.
 Mr. W. Eames. Mr. W. Parfitt.
 Mr. and Mrs. Harling. Mr. W. Parnmore.
 Mr. C. H. Harris. Mr. K. Stalberg.
 Mr. J. Hoar. Mr. and Mrs. W. H.
 Mr. J. Kirkwood. Mr. and Mrs. Whiting and family.
VISITORS AT THE MOUNT AUSTIN HOTEL.

VISITORS AT THE PEAR HOTEL.
 Mr. and Mrs. Arthur. Mr. C. Mansur.
 Mr. John Andrew. Mr. J. Inchell.
 Mr. H. Armstrong. Mr. S. J. Judah.
 Mr. H. Bootel. Mr. and Mrs. J. Kramer.
 Mr. A. W. Brewin. Mr. and Mrs. Macbean.
 Mr. Hart-Buck. children and nurse.
 Dr. J. Canlie. Mr. George Mahe.
 Mr. and Mrs. C. Cohen. Mr. C. Mahe.
 Mr. Henry Crawford. Mr. and Mrs. E. McLeod.
 Mr. W. E. Crow. Mr. and Mrs. McNeill.
 Mr. and Mrs. A. J. David. Mr. H. F. Meyer.
 children and governess. Mr. Louis Mendel.
 Mr. and Mrs. D. Dore. Mr. and Mrs. Maniell.
 Mrs. Kiewald and 5. Mr. R. M. Moses.
 children.
 Dr. R. Elswald. Mr. H. E. Pollock.
 Mr. M. D. Eydell. Mr. Rudolph.
 Mr. A. Fuchs. Mr. Ballinger.
 Mrs. Hankell. Mr. H. E. Tomkins.
 Master Ed. Hankell. Mr. W. V. Uffell.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.
SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 24th July.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 14th August.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 4th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.
 The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Paddy's Street.

Hongkong, 3rd July, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
 VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
 BELGIC (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 20th July, at Noon.
 COFFEE (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 8th August, at Noon.
 GAUL (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 27th August, at Noon.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON SATURDAY, the 20th July, at Noon. Connection being made at Yokohama with Steamers from Shanghai.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 18th June, 1895.

NOTICE.
 THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"
 THE BEST DISINFECTANT.
 SANITARY SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
 W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1895.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
 PERU (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 30th July, at Noon.
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 17th Aug., at Noon.
 City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 7th Sept., at Noon.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 30th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
 Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day. Parcel Packages should be marked to address in full; and value of same is required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 7 Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 9th July, 1895.

SIEN TING,
 SURGEON DENTIST,
 No. 10, D'ARAGULAR STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1894.

DENTISTRY.
 FIRST CLASS WORKMANSHIP AND MODERATE FEES.
 M. R. WONG TAI-FONG,
 Surgeon Dentist,
 (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS),
 HAS REMOVED TO
 THE BANK BUILDINGS,
 QUEEN'S ROAD,
 (Opposite Hongkong Hotel),
 CONSULTATION FREE.
 Hongkong, 15th July, 1895.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
 THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
 Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
 The Railroad travelling in second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$275.
 Rates of Passage to other Ports on application.
 Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

Steamship	Day	Time
Victoria	Tuesday	11.15
Tacoma	Tuesday	11.15
Hankow	Tuesday	11.15
S.S.	Tuesday	11.15
Victoria	Tuesday	11.15
Tacoma	Tuesday	11.15
Hankow	Tuesday	11.15

THE Steamship "VICTORIA,"

Captain J. Pantou, R.N.R., sailing at Noon, on TUESDAY, the 16th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued in Japan, Pacific Coast, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
 For further information as to Passage or Freight, apply to
 DODWELL, CARLILLY & Co., General Agents.
 Hongkong, 26th June, 1895.

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

Steamship	Day	Time
Bayern	Monday	22nd July
Frankfurt	Monday	19th Aug.
Sachsen	Monday	16th Sept.
Gera	Monday	14th Oct.
Prinz Heinrich	Monday	11th Nov.
Frankfurt	Monday	9th Dec.
Sachsen	Monday	6th Jan.
Gera	Monday	3rd Feb.

ON MONDAY, the 22nd day of July, 1895, at 3 P.M. the Company's Steamship "BAYERN," Captain Schmolzer, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 20th July. Cargo and Specie will be received on board until NOON on MONDAY the 22nd July and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewards.
 Lines can be used on board.
 For further Particulars, apply to
 MELCHERS & Co., Agents.
 Hongkong, 26th June, 1895.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
 (Subject to Alteration.)

Steamship	Day	Time
Chittagong	Thursday	15th Aug.
Albion	Saturday	14th Sept.
Albion	Tuesday	15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship "CHITTAGONG,"

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on or about the 15th August.

Consular Invoice of Goods for United States Ports should be in QUADRUPPLICATE, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
 SHEWAN & Co., Agents.
 Hongkong, 15th July, 1895.

Printed and Published by CHESNEY DUNCAN at No. 6, Paddy's Hill, in the city of Victoria, Hongkong.